
SECTION 2: ISTEA AND INTERMODALISM

As briefly discussed in Section 1, *ACCESS CLERMONT* must consider ISTEA. One of the more important considerations within ISTEA is the flexibility it provides to both local and state governments on how they may solve transportation issues within their jurisdictions. ISTEA permits these jurisdictions to consider all modes of transportation besides the traditional highway focus of transportation planning.

ISTEA also encourages jurisdictions such as Clermont County to investigate new transportation technologies and alternative financing strategies such as toll roads, among other options. ISTEA also simplifies the transportation planning process by establishing only a single highway system—The National Highway System (NHS)—with the Interstate Highway System as a prime component.

Funding for the Interstate system and NHS will remain separate. Interstate system funding is allocated to complete the original Interstate Highway System and maintain it. The NHS funding mechanism offers greater flexibility—a maximum of 50 percent of the NHS fund may be used on non-highway modes of transportation, be it light rail, buses, or high-occupancy vehicle lanes.

ISTEA also established a Surface Transportation Program, or STP. STP consists of a state allocation including ten percent set aside for safety and transportation enhancement projects; a county allocation, administered by the County Engineer's Association of Ohio (CEAO) within the state of Ohio; and a separate allocation to the Metropolitan Planning Organizations (MPO).

Appendix A contains a technical paper distributed and discussed at the initial *ACCESS CLERMONT* Advisory Task Force meeting concerning ISTEA.